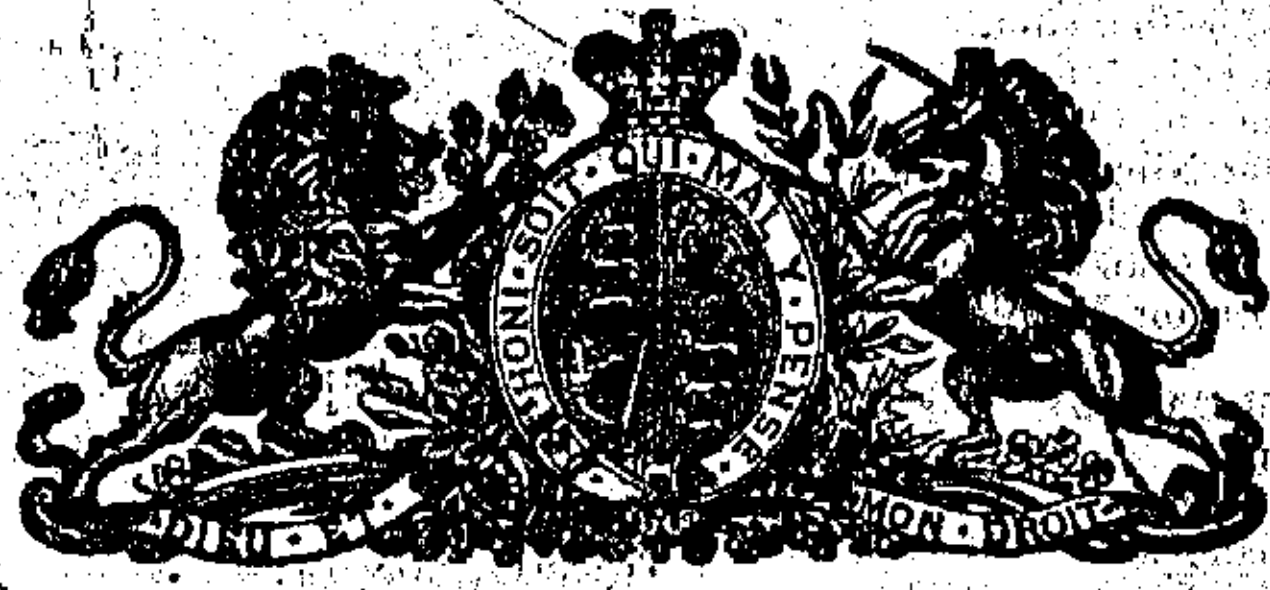


# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4323. 號十月五年七十七百八千一英. HONGKONG, THURSDAY, MAY 10, 1877. 日七廿月三年丑丁. PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

**LONDON:**—F. ALGAR, 3, Clements Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HERBY & CO., 4, Old Jewry, E. C. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street.

**NEW YORK:**—ANDREW WIND, 133, Nassau Street.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND:**—GORDON & GORDON, Melbourne and Sydney.

**SAN FRANCISCO** and American Ports generally:—BEAN & BLAKE, San Francisco.

**CHINA:**—SWATOW, QUELON & CAMPBELL, Amoy, Wilson, Nicholls & Co. Foochow, HEPER & Co. Shanghai, LANE, CRAWFORD & Co. and KERRY & WATSON, Manila, C. REINER & Co. Macao, L. A. DA GRAGA.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$500,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—H. HOFFMANN, Esq.  
Deputy Chairman—F. D. SASSOON, Esq.  
E. B. BELLIS, Esq. WILHELM REINER, Esq.  
W. H. FORBES, Esq. Ed. TOBIN, Esq.  
Hon. W. KESWICK. A. MOLVER, Esq.

#### CHIEF MANAGER.

Hongkong, J. THOMAS JACKSON, Esq. Manager.  
Shanghai, E. W. CAMERON, Esq. LONDON BANKERS—London and Country Bank.

#### HONGKONG.

##### INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

##### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, March 29, 1876.

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on **FRIDAY**, the 11th May, 1877, at Noon:—  
Gosnell's Ess Bouquet, Cologne Water, Lavender Water, Aromatic Cologne Water. Electroplated Tea Sets, Cases of Table Cutlery, White Cotton Socks, Tooth Brushes, Sailor's Knives, Honey Soap.

Also,  
10 coils Marline.

And,  
5 casks Soda Crystals.

1 Teak Built STEAM-LAUNCH, Length 28 feet, Beam 6 feet, Depth 4 feet, Draught, Forward 1 foot, Aft 2 feet.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.  
Hongkong, May 8, 1877. my11

## PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs MELCHERS & Co. to sell by Public Auction, on **SATURDAY**,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EIBERT SEIMUND, lately carrying on Business in this Colony, as Shipchandlers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & Co., All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & Co.

Also,  
THE GOODWILL of the said Business.

TERMS.—Cash on delivery.

LAMBERT, ATKINSON & Co., Auctioneers.

Hongkong, April 29, 1877. my19

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. DENNIS, to sell by Public Auction, on

#### TUESDAY,

the 15th May, 1877, at 2 o'clock pm., at his Residence "Fair Lea,"

The whole of his HOUSEHOLD FURNITURE, comprising:—

Handsome Rep-covered Drawing-room Suite.

Rosewood Centre Table.

Gilt Framed Pier Glasses, Engravings, Tables, Chairs, Sofas, Hearth Rugs.

Sideboard, Whatnots, Dining Table, Dinner, Dessert and Breakfast Sets, Glass-ware, Crockery and Plated-ware.

Double Size Teakwood Bedstead, Mahogany Cheval Glass, Chest of Drawers, Wardrobes, Toilet Table and Glass, Washstand, &c., &c.

Hairnet, Tonguin, and Japanese-ware.

A Collection of Books, many relating to China and The Far East.

A Patent Repeater Piano, by Schroder.

A First-class 5 Oared Gig, with Oars, Awning, &c., complete, and a pair of Iron Davits with Falls, &c.

Catalogues will be issued, and the whole to be on view on and after Monday, the 14th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 3, 1877. my15

## Notices of Firms

### NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. BELLWILL will Act as our AGENT at that Port.

RUSSELL & Co.

Hongkong, May 1, 1877. je2

### NOTICE.

WE have This Day Opened a Branch of our Firm at SHANGHAI. Mr CARL KREBS has been admitted a Partner from This Date.

MELCHERS & Co.

Hongkong, April 12, 1877. my12

### NOTICE.

MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,

Hongkong, Canton, Shanghai.

Hongkong, April 16, 1877. jy16

### NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.

Hongkong, April 20, 1877. my20

### NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. se18

### VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUIKSHANK,

Manager, Hongkong, November 21, 1876.

## For Sale.

### FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

STARTUP & KENTISH'S PORTS and SHERRIES.

MOULON & Co.'s COGNACS, 12, 38 Stars.

BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBEKE & Co.

Hongkong, April 9, 1877. jy9

### NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, Part I, A to K, with Introduction. Royal 8vo. pp. 202.—By ERNEST JOHN EIBEL, Ph.D. Tubingen.

Price: Two DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 6, 1877.

## For Sale.

### FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.

Hongkong, June 22, 1876.

### FOR SALE.

A SMALL Invoice of C. BONNEVILLE & Co.'s "Prince of Wales" BRANDY, in Cases of One Dozen Bottles, One Dozen Glass Barrels, and Two Dozen Flasks.

Apply to P. B. CAMA,

7, Hollywood Road. Hongkong, April 30, 1877. my14

## JUST RECEIVED.

FRESH DRUGS, CHEMICALS, PATENT MEDICINES.

AMYCOS.—The increasing demand for this excellent Toilet Requisite, has induced the Undersigned, to make arrangements with the Proprietors to send on a regular supply.

LIME JUICE.—Government Stamped, the Undersigned is prepared to supply this Article in retail or wholesale quantities.

The Advertiser solicits a trial order for his Aerated Waters, which he feels convinced will give satisfaction both as to price and quality.

W. BALL, Proprietor, China Dispensary.

Hongkong, May 9, 1877. my16

## APOLLINARIS

NATURAL MINERAL WATER.

APOLLINARIS WATER.—"It is, in our opinion, superior for table purposes to any other mineral water with which we are acquainted. It is strongly effervescent, and forms an exceedingly pleasant and refreshing beverage, either alone or in combination with wine; and it is not, we are informed by an eminent medical friend, liable to that charge which has been so frequently brought against soda and other waters—that they have a depressing effect upon the system. On the contrary, medical testimony is unanimous in favour of the high therapeutic qualities of Apollinaris Water."—Civil Service Review.

APOLLINARIS WATER IS CERTAINLY THE QUEEN OF TABLE WATER. It is softer and more refreshing than its only rival Seltzer Water (Nassau Seltzer Brunnens), and is more pleasant to the palate. Over all manufactured Aerated Waters it has an incomparable superiority.

"APOLLINARIS WATER is, moreover, a water of great organic purity, another highly important desideratum, in which artificial Aerated Waters often dangerously fail. Its place seems, therefore, marked as the favoured beverage of the favoured classes who can select their drinking water. Physicians will find it a valuable addition to their resources as a cool and refreshing drink, antacid, and useful in promoting digestion and gastric irritation. Such a water is the sworn enemy of gout, rheumatism, and their congeners."—London Medical Record.

APOLLINARIS WATER.—Dr. HERMANN WEBER, F.R.C.P., writes:—"Having largely used it during the last seven years, I have found it of great value as an article of diet in gouty dispositions, in lithic acid diathesis, in tendency to gallstones, in some forms of catarrh of the bladder, and in chronic catarrh of the respiratory organs; in the latter, either heated by itself or mixed with hot milk or whey. To many persons the Apollinaris forms an agreeable and useful addition to bitter waters, and a good vehicle for some medicines."—Brit. Med. Jour.

## PRICES.

CASE of 50 QUARTS (STONE BOTTLES) \$10

" 50 PINTS " " 8

CASES, 8 DOZ. SODAWATER BOTTLES \$15

N.B.—Stone Quarts 3 Sodawater Bottles.

" Pint " 1 1/2

\$2 Allowed for the Sodawater Bottles, if Returned.

## Intimations.

### CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. es1

## Intimations.

### HONGKONG HUMANE SOCIETY.

THE ADJOURNED ANNUAL MEETING of the MEMBERS of the above SOCIETY will be Held at the CITY HALL, on MONDAY, the 14th May, at 5 p.m., for the purpose of receiving the Report of the Committee; a Statement of Accounts, and to elect Officers for the ensuing Year. Members and others taking an interest in the Society are invited to attend.

F. W. BARFF, Hon. Secretary.

Hongkong, May 8, 1877. my14

## NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, OLD BROAD STREET, LONDON.

By Order of the Proprietors, WILLIAM HUNT, Secretary.

137, Leadenhall Street, London, 1st January, 1877.

THE MARINE INSURANCE Co., 20, Old Broad Street, LONDON.

1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £340,000.

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr A. MOLVER as its AGENT in HONGKONG.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. MOLVER, Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the FIRE. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH, Manager.

April 23, 1877. my23

AFONG, PHOTOGRAPHER, by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB, has on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. E. S. S. RACHOWSKI, a supply of very handsome Basel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

## FRAUD!!!

A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATICK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should take care that they are given to our proper representative known as "ATICK," or to persons who will exhibit our Trade Card. We also hereby offer a Reward of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of those unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATICK, Tailor, Corner of Wellington, and Wyndham Streets.

Hongkong, May 8, 1877. my17

## NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch OUM SENG (plying between Peddar's Wharf and Tsim-she-chi), by Mr BTXOO, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account; having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co., Praya Central.

Hongkong, April 20, 1877. my20

## Intimations.

### DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.

No. 1, Alexandra Terrace.

Hongkong, April 4, 1877.

## Now Ready.

"THE CHINA REVIEW," No. 4, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Essays on the Chinese Language, (Continued from page 152.)

Deer-Stalking in China.

Chinese Dentistry.

Chinese Intercourse with the Countries of Central and Western Asia during the Fifteenth Century, Part II. (Continued from page 182.)

A Legend of the Peking Bell-Tower.

A Chinese Hornbook.

The Law of Inheritance.

A Chinese Dictionary in the Cantonese Dialect.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

A Chinese Dictionary in the Cantonese Dialect.

"Watching Spirits."

Chinese Folk-lore.

Yin and Yang, according to Aristotle.

Piggin English.

Goethe's "Werther" in China.

Chinese Music.

White Ants.

Books Wanted, Exchanges, &c.

China Mail Office, Hongkong, March 20, 1877.

## Shipping.

### Steamers.

#### FOR SAIGON.

The German Steamer "FEERONTA," Captain SCHULZ, will be despatched for the above Port on TUESDAY Next, the 16th Instant.

For Freight and Passage, apply to AH YON, 57, Praya West.

Hongkong, May 9, 1877. my15

#### Shipping.

### FOR NEW YORK.

The 41 American Ship "THOMAS LORD," HALL, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 26, 1877.

#### Shipping.

### FOR NEW YORK.

The 41 American Ship "NEW ZEALAND," SAYER, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 27, 1877.

#### Shipping.

### FOR NEW YORK.

The 41 American Ship "ALBERT RUSSELL," Captain CARVER, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 20, 1877.

#### Shipping.

### FOR SAN FRANCISCO.

The 41 American Bark "ROSETTA MONELL," BROWN, Master, will load here and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 14, 1877.

#### Shipping.

### FOR SAN FRANCISCO.

The Russian Bark "BURIE," BURGELAND, Master, will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 6, 1877.



## For Sale.

FOR SALE,  
THE IRON STEAMER  
"ALBA"

THE above Steamer was built in Glasgow in 1872 by Messrs DOBIE & Co., under special survey of LLOYDS, and Her MACHINERY AND BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1875, when new SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHARF DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

**DIMENSIONS.**—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

**GROSS TONNAGE.**—550 Tons.  
**CLASS.**—Built to Class 100 A at Lloyd's.  
**RIG.**—Brig Rigg'd.  
**CARGO CAPACITY.**—About 9,000 piculs, or 625 tons Measurement (40 feet).  
**DRAFT.**—Light 9 feet; Loaded 12 feet.  
**SPEED.**—Eight knots on consumption of 8 1/2 to 9 tons of coal per 24 hours.  
**BUNKER CAPACITY.**—75 tons coals.  
**CABIN.**—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

## MACHINERY.

**ENGINE.**—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.  
**PROPELLER.**—Bessemer Steel of 4 Blades, with One Spare Set of Blades.  
**WINCH.**—One Steam Winch with Donkey Boiler on Deck.  
**BOILER.**—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.  
Hongkong, March 29, 1877.

## FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.  
The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.  
Particulars may be obtained on application to

MORRIS & RAY.  
Hongkong, March 29, 1877.

## To-day's Advertisements.

## FOR SHANGHAI.

The Steamship  
"GLENFINLAS,"  
WILCOX, Commander, will leave for the above Port TO-MORROW, the 11th Instant, at Daylight.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, May 10, 1877. my11

## FOR SWATOW, AMOY &amp; FOCHOW.

The Steamship  
"NAMO,"  
Capt. WESTON, will be despatched on SATURDAY, the 12th Instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, May 10, 1877. my12

## FOR SINGAPORE, PENANG AND CALUTTA.

The Steamship  
"ARRATON APCAR,"  
Capt. MACFARLANE, will leave this for the above Ports on THURSDAY Next, the 17th Instant, at 3 p.m.  
Despatches will close at 2.30 p.m.  
For Freight or Passage, apply to  
DAVID SASSON, SONS & Co.,  
Agents.  
Hongkong, May 10, 1877. my17

## FOR SHANGHAI.

The British Steamer  
"SCINDIA,"  
Capt. LANGLEY, shortly expected from Singapore, will load here and have quick despatch.  
For Freight or Passage, apply to  
MEYER & Co.  
Hongkong, May 10, 1877.

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"TERRE,"  
Comdt. DE GRADY, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.  
H. DE POUEY, Agent.  
Hongkong, May 10, 1877.

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"AVAL,"  
Comdt. HANNAH, will be despatched for SHANGHAI shortly after her arrival from Europe.  
H. DE POUEY, Agent.  
Hongkong, May 10, 1877.

## To-day's Advertisements.

## FOR MELBOURNE &amp; SYDNEY.

The A 1 British Barque  
"NOVELTY,"  
Captain COLLYER, having the greater portion of her Cargo engaged, will have quick despatch as above.  
For Freight or Passage, apply to  
ROZARIO & Co.  
Hongkong, May 10, 1877.

## FOR SYDNEY &amp; MELBOURNE.

The A 1 American Barque  
"HELENA,"  
Captain SNOW, having most of her Cargo engaged, will have quick despatch as above.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, May 10, 1877. je10

## NOTICE TO CONSIGNEES.

## THE BRITISH SHIP CARRIAGES, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
MEYER & Co.  
Hongkong, May 10, 1877.

## NEW BOOKS.

## JUST OPENED AND FOR SALE.

NOVELS by Popular Authors.  
WORKS of Reference.  
EDUCATIONAL WORKS.  
SCHOOL BOOKS.  
Presentation BOOKS richly illustrated.  
SCHOOL PRIZE BOOKS.  
Children's TOY BOOKS, &c., &c.  
LAMBERT, ATKINSON & Co.  
Hongkong, May 10, 1877. my24

## TO BE LET.

THE Premises No. 38, Queen's Road, late in the occupation of THE BORNEMO COMPANY, LIMITED.  
Apply to  
TURNER & Co.  
Hongkong, May 10, 1877.

## NOTICE.

DURING REPAIRS of the House No. 8, ARBUTHNOT ROAD, the UNITED STATES CONSULATE has been REMOVED, TEMPORARILY, to No. 1, PSYCH EAST.  
Hongkong, May 10, 1877. my13

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUVA,  
ISMAILIA, PORT SAID, NAPLES,  
AND MARSEILLES;  
Also,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

## ON SATURDAY, the 12th May, 1877, at Noon, the Company's S. S. SINDH, Commandant LORIMER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 11th May, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
H. DE POUEY, Agent.  
Hongkong, May 10, 1877. my12

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—  
ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.  
ROSETTA MCNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.  
NYASSA, British ship, Captain W. S. Garriock.—Douglas Lapraik & Co.  
TULLOCHGORM, British 3-m. schooner, Captain Mason.—Wiler & Co.  
NELSON, British steamer, Capt. Thomas Staples.—Jardine, Matheson & Co.  
HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.  
YESTER, German barque, Captain R. Dirks.—Melchers & Co.  
HANNAH & MAX, British barque, Capt. A. Smith.—Order.  
TWEEDSIDE, L. SWEAT, American barque, Captain Wm. Griffin.—Meyer & Co.

## SHIPPING.

## ARRIVALS.

May 8, Mornington, Siamese barque, 570, D. Michaelson, Bangkok April 17, General.—Tuck MBE.  
May 8, Mecca, British steamer, 687, Johnston, Saigon May 8, Rice.—Hot Kar.  
May 8, Golden Horn, British steamer, 1023, G. Alton, Bangkok May 1, Rice.—Wm. Fustat & Co.  
May 10, Cheong Hock Kien, British steamer, 856, F. Webb, Amoy May 8, General.—Soon Cheong & Co.  
May 10, Alphonso, British barque, 328, Cunningham, Newchwang April 24, Beans.—Wiler & Co.  
May 10, Marques del Duero, Spanish gunboat, 700, 160 H.P., 3 guns, Barrojo, Manila May 7.  
May 10, Albat, Spanish steamer, 460, Lopez, Manila May 6, General.—Chinese.  
May 10, Emerald, German barque, 781, F. Hansen, Saigon May 2, Rice.—Ockha.  
May 10, Carriock, British barque, 818, Carr, London Dec. 18, General.—Meyer & Co.

## DEPARTURES.

May 10, Jan Peter, for Quinhon.  
10, Fuyeo, for Shanghai.  
10, Amoy, for Canton.  
10, Ajaz, for Shanghai.  
10, China, for Ningpo and Shanghai.  
10, Canada, for Yokohama.  
10, Gunga, for Cooktown and Sydney.  
10, Glengairn, for Manila.

## CLEARED.

Salvadora, for Amoy.  
Piccola, for Quinhon.  
Glengairn, for Shanghai.  
Terera, for Manila.  
Mary Whitridge, for Manila.

## PASSENGERS.

## ARRIVED.

Per Albat, from Manila, Mr. Donaldson, one Spanish gentleman, and Sundry Chinese.  
Per Mecca, from Saigon, 7 Chinese.  
Per Golden Horn, from Bangkok, 26 Chinese.  
Per Emerald, from Saigon, 2 Chinese.  
Per China, for Shanghai, Capt. Oberg and another.  
Per Ajaz, for Shanghai, 7 Europeans, and 25 Chinese.  
Per Gunga, for Sydney, 62 Chinese; for Cooktown, 847 Chinese.  
Per Glengairn, for Manila, 3 Europeans.

## General Memoranda.

## SATURDAY, May 12:—

Noon.—French Mail leaves for Ports of Call and Europe.  
Noon.—Namo leaves for Coast Ports.  
Goods per Gunga undelivered after this date subject to rent.

## MONDAY, May 14:—

6 p.m.—Adjourned Meeting of the Hongkong Humane Society at City Hall.

## TUESDAY, May 15:—

2 p.m.—Sale of Household Furniture, at Dr. Denny's residence, Fair Lea.  
3 p.m.—American Mail-leaves for Yokohama and San Francisco.  
Goods per Canada undelivered after this date subject to rent.  
Goods per Glengairn undelivered after this date subject to rent.  
Terera leaves for Saigon.

## THURSDAY, May 17:—

3 p.m.—Arratoon Apcar leaves for Singapore, Penang and Calcutta.

## SATURDAY, May 19:—

Noon.—Sale of Stock-in-trade of the firm of Broadbent, Anthony & Co.

## FRIDAY, June 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—Glengairn leaves for Shanghai.

## Auction.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

## 香港大藥房

## A. S. WATSON &amp; Co.,

## FAMILY &amp; DISPENSING CHEMISTS,

## WHOLESALE AND RETAIL DRUGGISTS,

## IMPORTERS

## OF

## DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

## MANUFACTURERS

## OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

## The publication of this issue commenced at 7.40 p.m.

## THE CHINA MAIL.

## HONGKONG, THURSDAY, MAY 10, 1877.

## The paper with the "largest circulation in the world" has again favoured the two hemispheres with another powerful article on Chinese matters. A few months ago we learnt from our metropolitan contemporary that the Chinese Government had forbidden the wearing of swords by the samurai, and into what a dreadful state of mind the prohibition had thrown the entire empire. "Imagination recoils," said the Daily Telegraph, "when it attempts to picture the inexpressible wrath which such an order must awaken in the breast of every educated Chinese. As well might a decree be issued directing all, save officials, to eschew the national pigtail." Not satisfied with imparting this select item of news in language of a suitably elevated character, the writer supplemented it with the equally remarkable intelligence that "there was a rumour that the Chinese love of quiet repose and inaction was to be still further disturbed by the introduction of a railway at Kioto"—a town which every one in Hongkong at least is aware, is in Japan! The writer has evidently an intelligent comprehension of the fact that the Chinese wear pig-tails, but that we venture to submit is hardly a sufficient basis of knowledge on which to undertake the instruction of the 215,000 subscribers of the Daily Telegraph in the affairs of the Far East.

## The last incubation of our London contemporary is equally naive. Anxious to distinguish itself on the occasion of the arrival of the Chinese Embassy in England, the Telegraph, after indulging in a variety of rhapsodies in glorification of the people who "four thousand five hundred years ago had attained a high degree of national culture," concludes by confiding to the public the important fact, which has hitherto escaped the notice of sinologists and Europeans in China generally, or has been intentionally kept in oblivion by them, that "for many centuries every adult in the empire has been able to read and write!" To clear our own character of any objection to recognize the claims of our "celestial" friends in educational matters, we must confess that this announcement of the Telegraph is one of the most astonishing bits of news we have encountered since the same paper informed us that the Chinese samurai wore swords and that Kioto was a centre of railway enterprise in China. We were under an impression that not more than three-fourths of the adults in China were able to read and write, but of course we cannot pretend

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CITY OF PEKING will be despatched on TUESDAY, the 15th Instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra postage until.

11.30 a.m. when the Post Office Closes entirely.

Hongkong, April 23, 1877. my12

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Hongkong, April 23, 1877. my12

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to contradict a paper having the "largest circulation in the world," and that was reported to be the special organ of the last Government that occupied the offices in Whitehall and Downing Street. Seriously, however, this assertion is a blunder, to which no paper of the influence and standing of the Daily Telegraph should have to plead guilty. Putting aside the women, to educate whom it is notorious no serious efforts are ever made in China, at least so far as reading and writing are concerned, probably not many more than half the male adults could write or even read a letter to save their lives. China has undoubtedly been ahead of England in educational matters within the present century, but to say that every adult in China can read or write is an assertion utterly devoid of fact.

The Telegraph embellishes these remarks with others that also stray more or less beyond the limits of truth. "The principle," it adds, "on which their political government is founded—in theory at least—is 'Do to another what you would he should do to you.' Their aqueducts are marvels of engineering enterprise; their land is subjected to a perfect system of irrigation; their industry is unflagging; while their honesty will bear an average comparison with that of Western communities." It is well that the writer suggests that the principle of government he quotes may possibly be only observed in theory at Peking. The whole system of government in China, from the village tpeas upwards, is, in point of fact, one of the most gigantic complications of chicanery and corruption in existence, and we could scarcely credit a statement that however fond the Chinese Government may be of subterfuge and superciliousness, it prefers dealings with itself being conducted on such bases. It is true that the industry of the Chinese is unflagging and their land well irrigated, but probably the latter circumstance is more due to the fact that the careful cultivation of every rod of ground is almost a necessity of life among the teeming millions of China, rather than to any special longing on the part of the "celestial" mind to flourish the hoe and the watering-pot. As to the honesty of the Chinese, it is in exact inverse ratio to their opportunities for being dishonest without the apprehension of disagreeable results. Honesty may be a policy with the Chinese, but it is certainly not a principle. Many people here, for instance, doubtless wish their "boys" would confine themselves to "the steady consumption of four dozen handkerchiefs per annum," which the author of Chinese Sketches places as the average limit of the annexations by our native servants.

LOCAL AND GENERAL.

The steamer Brisbane, with the Australian mail via Torres Straits, is to leave Singapore for this port to-morrow.

It will be noticed by advertisement elsewhere that the United States Consulate has been removed to 1 Praya East, pending repairs to the late residence of the Consul.

The prisoners sentenced to be publicly flogged at Last Criminal Sessions received their punishment to-day, at the whipping post opposite the Harbour Master's Office.

We note the arrival from Swatow of Mr. H. A. Giles, of H. M. Consular Service, who proceeds to Canton as Vice-Consul at that port. He relieves Mr. C. T. Gardner, who goes to Shanghai after several years' residence at Canton, where his high character has gained him many friends.

RETURN of Visitors to the City Hall Library and Museum for the week ending May 9th, 1877:—

	European.	Chinese.
Thursday, May 3rd,	27	254
Friday,	4th,	39
Saturday,	6th,	48
Sunday,	8th,	153
Monday,	7th,	36
Tuesday,	8th,	37
Wednesday,	9th,	231
Totals,	271	1,394
Grand total, 1,665.		

The Siam Weekly Advertiser says it is sorry to record disasters connected with Siamese Shipping in the China Sea and in the Siamese Gulf. We referred to the fact in one of our recent issues that Capt. Bastorp saw the Siam barque Success grounded off Cambodia point. This vessel belonged to a Siam Chinaman Poh Kian. A French vessel the Marguerite came to grief in the Gulf of Siam. The officers signalled a junk passing. The junk went to the rescue and the Captain promised the officers four hundred dollars to take him and his crew to safety here. We hope they will be faithfully rewarded as an encouragement to the junk to aid vessels in peril. The sailors came to Bangkok on Saturday.

Police Intelligence.

(Before James Russell, Esq.)  
May 10, 1877.

A FALSE CHARGE.

Wong Ahum, a seaman, was charged by Chan Acheung, a hawker, with stealing a smoking pipe from him, but from the evidence adduced before the Court, it appeared that the charge was false and that it was brought because the plaintiff owed the defendant some money for the sale of some fowls. The defendant was consequently discharged, and the defendant fined \$10 for one month's hard labour.

Lo Asow, a hawker at Messrs Sayle & Co., was charged by Mr. R. Loxley, with stealing two packets of cotton thread from the premises. The defendant had been employed for about two years as a hawker in the firm, but previous to that, he was house-boy for seven or eight months. From a report by a fellow servant, the complainant came to know that the defendant had stolen the two packets of thread. They were found up his sleeve by the complainant. It was also proved that the defendant had no enemy on the premises, particularly the informant, who was on the best of terms with him. The Magistrate sent him to three months' hard labour.

Wong Him In and four others, were brought up for having boarded the steamer Namo, as she came in from the Coast ports last evening. This was before the arrival of the Health Officer. The first defendant was proved to have been convicted once before of a similar offense and was consequently fined \$10, while the others were fined \$5 each.

DISEASED ANIMALS.

Chun Acheung and seven others were charged by Inspector Grimes with having brought into the Colony certain diseased animals. The Inspector said that the 8th defendant, a cargo-boatman, was landing a number of bullocks from his boat. He discovered that they were all unfit for food, being feverish and in a bad condition. Three of them had the oxtail, and they were suffering from a running at the nose. Dr. Ayres, the Colonial Surgeon, proved that one animal was suffering from disease, there being running from the nose, while the eyes were closed. There was also evidence that the animal had diarrhoea. There were two or three animals also in weak state, though not quite so bad. All the animals, however, were unfit for food, being nearly all starved, and suffering from pleuro-pneumonia, which was a contagious disease. But apart from this disease the animals were unfit for human food. The 1st defendant was fined \$50, and the rest, with the exception of the 8th, who was discharged, were fined \$10 each.

Japan.

(Cosmopolitan Press, April 26th.)

The Glenarthy arrived here on Friday morning last from Shanghai, making the shortest passage on record from that Port, viz. 32 hours.



SUPPLEMENT  
TO THE  
CHINA MAIL.

HONGKONG, THURSDAY, 10th MAY, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's to the P. and O. Co.'s Office.

- Section.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Arratoon A pear	5 h	McTavish	Brit. str.	1392	May	8 David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	
Cairnmuir	4 c	Spewart	Brit. str.	1120	May	3 Holliday, Wise & Co.	Hankow	
Candia	4 h	Dumbuck	Brit. str.	1392	May	8 Gibb, Livingston & Co.	Yokohama & Higo	To-day
Cheang Hock Klan	1 h	Webb	Brit. str.	956	May	10 Soon Cheong & Co.	S'pore and Penang	
China	5 c	Akermann	Ger. str.	648	May	9 Siemssen & Co.	Ningpo & Shanghai	To-day
City of Peking	4 h	Tanner	Amer. str.	5079	May	1 P. M. S. S. Co.	Y'hama & S. F'cisco	Mails, 15th
Cyphrona	4 c	Wood	Brit. str.	1280	May	4 Gibb, Livingston & Co.	Saigon	
Feronia	...	Schultz	Ger. str.	1089	April	20 Wm. Pustau & Co.	Shanghai	In Dock at daylight
Glenfinlas	5 h	Wilcox	Brit. str.	1366	May	9 Jardine, Matheson & Co.		
Glenlyon	5 c	Wallace	Brit. str.	1378	May	8 Jardine, Matheson & Co.		
Golden Horn	2 h	Alton	Brit. str.	1024	May	9 Wm. Pustau & Co.		
Gunga	3 c	Garceau	Feh. str.	797	April	26 Hop Kee & Co.	Cooktown & Sydney	To-day
Killarney	5 c	O'Neill	Brit. str.	660	May	6 Ah Yon		
Mecca	4 c	Johnson	Brit. str.	687	May	9 Hop Kee & Co.	Saigon	
Namoa	5 h	Westoby	Brit. str.	862	May	9 Douglas Lapraik & Co.	Coast Ports	12th, noon
Nelson	5 h	Staples	Brit. str.	894	April	28 Jardine, Matheson & Co.	Cooktown	
Ningpo	...	Cass	Brit. str.	761	May	1 Siemssen & Co.		
Perquin	5 h	Cowell	Brit. str.	1122	May	8 Jardine, Matheson & Co.	S'pore, Calcutta, &c.	K'long Dock
Saada	4 h	...	Brit. str.	37	Dec.	17 P. & O. S. N. Co.		
Salvadora	4 h	Hormaechea	Span. str.	615	May	7 Brandao & Co.	Amoy and Manila	
Sindh	5 c	Eormier	Feh. str.	1732	May	8 Messageries Maritimes	Marseilles, &c.	Mails, 12th
Tibre	5 c	Girard	Feh. str.	1009	May	9 Messageries Maritimes	Yokohama	Mails
Venice	4 c	Rhode	Brit. str.	1271	May	9 Jardine, Matheson & Co.		
Yoktung	2 h	...	Brit. str.	324	June	9 Kwok Acheong		Repairing
Zamboanga	4 c	Valenceno	Span. str.	651	April	26 Ah Yon	Cooktown	To-morrow
<b>Sailing Vessels</b>								
A. T. Stallknecht	3 c	Schütt	Ger. bqe.	539	April	23 Siemssen & Co.	Saigon	
Adela	4 c	Beattie	Brit. bqe.	354	May	8 Eduard Schellhass & Co.		
Albert Russell	8 c	Carver	Amer. bqe.	762	April	13 Vogel, Hagedorn & Co.	New York	
Alino	8 c	Guilbert	Brit. bqe.	299	May	7 Order		
America	2 k	Holdt	Ger. sh.	1219	May	1 Siemssen & Co.	Cebu	
Araballa	8 c	Pearson	Brit. bqe.	665	April	16 Meyer & Co.	London	
Aurora	3 c	Milne	Brit. bqe.	295	May	3 Chinese		
Beethoven	8 c	Haje	Ger. bqe.	340	May	7 Melchers & Co.		
Bonita	4 c	Steter	Ger. Sm. sc.	346	May	8 Eduard Schellhass & Co.		
Canton	4 k	Crantz	Feh. bqe.	373	May	9 Siemssen & Co.		
Ceres	4 k	Specht	Ger. bqe.	420	May	6 Wm. Pustau & Co.		
Channel Queen	8 c	Lacheur	Brit. sh.	609	May	6 Eduard Schellhass & Co.		
Charité	2 h	Hervé	Feh. bqe.	255	May	2 Carlowitz & Co.		
Charles Maureau	2 h	Quatresous	Feh. bqe.	368	April	29 Landstein & Co.	Newchwang	
Charlotte Andrews	4 c	Jace	Brit. bqe.	356	May	1 Rozario & Co.		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April	30 Chinese		
Coeran	8 c	Miller	Amer. sch.	230	April	19 Insurance Company		
Deutschland	4 c	Tiemann	Ger. bqe.	269	May	6 Arnold, Karberg & Co.		
Ellen Rickmers	4 c	Weydemann	Ger. bqe.	307	April	28 Melchers & Co.	New York	
Emma	3 c	Gran	Ger. bqe.	340	May	2 Wm. Pustau & Co.		
Evening Star	8 c	Asburn	Brit. bqe.	371	April	14 Wieler & Co.	Haiphong	
Fabius	2 h	Holze	Siam. sh.	635	April	23 Kin-tye-loong		
Fleetwing	8 c	Guest	Amer. sh.	829	May	7 Vogel, Hagedorn & Co.		
Glamorganshire	3 c	McEachern	Brit. bqe.	456	April	30 A. Kier & Co.		
Glenairn	8 c	Finnister	Brit. sh.	895	April	11 Wm. Pustau & Co.	Manila	Cleared
Gustav & Marie	4 c	Doose	Ger. sh.	345	May	6 Arnold, Karberg & Co.		
Hannah & Mary	8 c	Smith	Brit. bqe.	346	May	8 Arnold, Karberg & Co.		
Hannah Law	2 h	Greig	Brit. sh.	1299	April	28 P. & O. S. N. Co.		P. & O. Wharf
Helena	8 c	Snow	Amer. bqe.	603	May	4 Arnold, Karberg & Co.		
Hydra	8 c	Dest.	Ger. bqe.	785	Mar.	27 Siemssen & Co.	Callao	
Irene	4 c	Hansen	Ger. sch.	266	May	6 Carlowitz & Co.		
Lalla Rookh	2 h	Hender	Brit. bqe.	814	April	20 Melchers & Co.	London	
Leucadia	8 c	Mearns	Brit. sh.	896	April	12 Meyer & Co.	London	
Loiterer	7 h	Vincent	Amer. sch.	45	Aug.	13 Insurance Cos.		
Louisa	4 k	Schierloh	Ger. Sm. sc.	245	May	9 Eduard Schellhass & Co.		
Mary Whitridge	8 c	Cutler	Amer. sh.	862	April	16 Russell & Co.	Manila	
Mornington	2 c	Michaelson	Siam. bqe.	570	May	9 Jack Mee		
New Era	8 c	Sawyer	Brit. sh.	1060	April	25 Vogel, Hagedorn & Co.	New York	
Nyassa	8 c	Garriock	Brit. sh.	799	April	7 Wm. Pustau & Co.	London	
Picciola	3 c	Graf	Ger. bqe.	238	April	28 Siemssen & Co.	Quinhon	Cleared
Rosetta McNeil	3 c	Brown	Amer. bqe.	611	Mar.	26 Vogel, Hagedorn & Co.	San Francisco	
Rosina	8 c	Hansen	Am. Sm. sc.	406	Feb.	28 Arnold, Karberg & Co.		
Rurik	4 c	Burgeland	Russ. bqe.	830	Mar.	26 Vogel, Hagedorn & Co.	San Francisco	
St. Joseph	8 c	Dumont	Feh. bqe.	289	May	4 Carlowitz & Co.		
Teresa	4 k	Cebada	Span. bqe.	251	Mar.	31 Siemssen & Co.	Manila	
Tewksbury L. Sweet	8 c	Griffin	Amer. bqe.	560	May	7 Meyer & Co.		
Thomas Lord	8 c	Hall	Amer. sh.	1316	April	12 Vogel, Hagedorn & Co.	New York	
Thoon Kramom	2 c	Vorrath	Siam. bqe.	474	April	29 Siemssen & Co.		
Thoon Kramom	...	Mason	Brit. Sm. sc.	175	April	20 Wieler & Co.	Haiphong	Sands' Slip
Villa de Rivadavia	4 c	Carmus	Span. bg.	261	April	28 Brandao & Co.		
W. H. Deitz	8 c	Endicott	Amer. bqe.	487	April	19 Arnold, Karberg & Co.	San Francisco	
Wealthy Pendleton	8 c	Hanchar	Amer. bqe.	809	April	19 Vogel, Hagedorn & Co.	Keelung	
Woodlark	8 c	Largia	Brit. sh.	869	May	7 Gibb, Livingston & Co.		
<b>WHAMPOA</b>								
Christian		Steht	Ger. Sm. sc.	282	May	8 Eduard Schellhass & Co.		
Eudoxis Adolphine		Valot	Feh. bg.	254	May	1 Carlowitz & Co.	Tientsin	
Gustav Adolph		Neemann	Ger. bqe.	300	April	21 Eduard Schellhass & Co.	Tientsin	
Novelty		Colliver	Brit. bqe.	375	May	8 Rozario & Co.		
Vesta		Dirks	Ger. bqe.	302	May	8 Melchers & Co.		
<b>CANTON</b>								
Amoy		Drewes	Brit. str.	814	May	10 Siemssen & Co.	Shanghai	
Bombay		Smith	Brit. str.	749	May	9 P. & O. S. N. Co.	Yokohama	Mails

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charybdis	6 c	British	corvette	1506	...	...	April 5	T. E. Smith
Curlw	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Hart	6 h	British	gun vessel	465	...	...	May 6	H. N. Hood
Luise	6 c	German	corvette	1309	6	400	May 1	Ditmar
Magpie	6 h	British	gun vessel	774	...	...	May 2	Charles Vernon Anson
Meenace	6 k	British	military hospital	2591	...	...	...	...
Moderate	6 c	British	corvette	1408	14	350	April 13	Alex. Baller, C.B.
Nassau	7 h	British	surveying vessel	695	4	150	May 1	R. H. Napier
Patino	K.D.	Spanish	transport	1200	...	...	Feb. 23	Rapallo
Sylvia	7 h	British	surveying vessel	595	...	...	April 27	W. Bonham Barr
Tamar	7 c	British	troop ship	4857	...	...	May 5	W. H. Liddell
Tejo	Novelty Works	Portug.	gun vessel	444	2	100	Jan. 8	F. Amari
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson
<b>At Canton</b>								
Aehuelot		American	corvette	1037	6	700	May 4	Geo. H. Perkins
Fly		British	gun vessel	464	4	120	May 5	John Bruce

FOOCHOW SHIPPING IN PORT.

May 5, 1877.

Europe	for Shanghai
Foochow	for Swatow
Glenearn	for London
Namoa	for Hongkong
Woolahra	for Shanghai

SHIPPING IN SHANGHAI HARBOUR.

May 5, 1877.

<b>MERCHANT STEAMERS.</b>	
* Amoy	British for London
Anchises	British
Doncalion	Chinese
Fusiyama	Chinese
Haining	Chinese
Moehung	Chinese

MERCHANT STEAMERS.

Honan	Chinese
Kiang-chang	Chinese
Kiang-kwan	Chinese
Kiang-piau	Chinese
Kiang-wao	Chinese
Nanking	American
Ping-on	British
Shanghai	British
S'indh	French
Stad Amsterdam	Dutch
Tahyew	Chinese
Tartar	British
Yehsin	Chinese
Yungching	Chinese
Zampest	British

\* Since left port, or arrived at Hongkong.

MERCHANT SAILING VESSELS.

Cape Horn	German barque
Cynosure	British barque
Emulation	British barque
Flying Soud	British schooner
J. R. Worcester	British ship
Joyce Phillips	British barque
Katie Flickinger	American barque
Per Ardua	British barque
Spinaway	British barque
Ville de Lille	British barque

MEN-OF-WAR.

Kestrel	H. M. gunboat
Monocory	U. S. corvette
Palos	U. S. gunboat
Sobel	Russian gunboat



Turkish acts, that I shall here give a literal translation of the Turkish law regulating the treatment of subject and tributary Christians.

I translate from the "Majma' el Ahur," by Sheikh Zada, a standard work of reference with all Turkish lawyers. The work bears the official government stamp, and was printed in 1856, since the much-vaunted Hattumayoun was issued, proclaiming equality to all the subjects of the Porte:—"If tribute is imposed either by treaty stipulation, or as a price paid for peace, it must be collected only in accordance with the terms of the treaty. If a city is conquered, and its inhabitants have submitted to pay tribute, the rich must pay forty-seven dirhams each, the middle-classes twenty-four, and the poor twelve."

"Tribute is to be levied on 'the people of the Book' (Christians, Jews, and Samaritans), the Magi, or fire-worshippers, and those idolaters who are not of Arabic origin. But idolaters who are Arabs, and apostates from Islam, may not be allowed to pay tribute. They must embrace Islamism, or be put to the sword, and their women and children are to be taken for slaves."

"No tribute is to be taken from boys, women, slaves, old men, blind men, or cripples, except the last three, who must pay if they have the means. Tribute is to be collected at the end of each year, or month; but should a man die, or become a Moslem, he is exempted."

"It is not lawful for Christians or Jews to build churches or convents in our land, nor for the Magi to build temples for fire-worship. They are also forbidden to trade in wine or swine. They are allowed to repair old churches which are in ruins, but they must do this with the old material, in the same place, and without any additions."

"It is not lawful for them to sound bells, except inside of their churches, and so gently that they shall not be heard outside. They are not allowed to dwell among Moslems, in the same city, but they must live in a special quarter by themselves, where no Moslems reside. Should any of them purchase a house in the Moslem quarter, he cannot be permitted to occupy it, but must sell it."

"The Thimmi (tributary Christian) must be distinguished from the Moslem by his dress, the animal he rides, and his saddle. He is not allowed to ride upon horses or camels, but he may ride upon donkeys and mules. He is not permitted to use arms, or to wear them. In public he must always wear the *kouffeh*, a narrow strip of cloth, his dress, to distinguish him from the Moslems. He is not allowed to ride on a donkey even, except in case of necessity, and then he must use a coarse cushion in place of a saddle, and he must dismount whenever he meets a company of Moslems. He is not allowed to wear any article of dress peculiar to the learned, the religious, or the noble. His dress must not be of rich cloth, such as silk or fine wool. His shoes also must be of the coarsest quality to mark his degradation. His garments must be short, with the pockets on the breast, like those of a woman. He is forbidden to sit down in the presence of a Moslem who is standing."

"Our present rulers are, indeed, guilty of a grave offence, in permitting the Christians to wear fine clothing, to ride upon horses, and to have Moslems for their servants. How can they escape the woes denounced against such disobedience? A Christian woman or female child must keep away from Moslem women in the street and in the bath. They must walk on the side of the way to give room for the Moslem women in the middle."

"The Christian must put a sign on his gate, so that beggars may not say 'God bless you.' He must walk in the narrowest part of the way when he meets a Moslem, must pay the tribute standing while the collector sits."

"When the collector takes the tribute from him he should treat him very harshly, as by shaking him, beating him on the breast, or even dragging him on the ground; and should say to him at the same time, 'Give the tribute, O Thimmi, O enemy of Allah,' and this he shall do in order to degrade and disgrace him."

"And if he should refuse to pay the tribute, some say that he should be imprisoned and forced to pay; but the majority of law authorities agree that he must be put to the sword, or made a slave."

"Should he curse the prophet (on whom peace), he is to be punished according to his crime; but should he do it openly or often, he must be burned alive."

"He becomes an outlaw if he stir up war against us, or join our enemies; then he is like the apostate, and must be put to death, unless, indeed, he is taken prisoner, and then he may be kept alive as a slave."

It may be said that these harsh terms are not always imposed upon the Christian subjects of the Porte. True, but then it must be remembered that the Turk may relax the rigour of the law under pressure, and he just carries out the law so far as the pressure permits."

The work of massacre went on for weeks throughout Syria. All pressure was removed, and the people said the Turks were unable to restrain the murderers. But the French landed at Beyrut. Pressure was applied. The massacre was countermanded, and the murderers returned instantly to their homes. So in Bulgaria. Pressure was removed. The Moslems, official and non-official, believed that they were backed up by the might of England, and they put in full force Islamic law. The Turkish general did not receive the submission of the Bulgarians, or take them prisoners, for then they would have been obliged to spare them for slavery; but they played upon them with their cannon as on apostates who must be put to death."

When Fud Pasha arrived in Syria he addressed the European Commission thus:—"Gentlemen, whatever you decide I shall execute. If you say hang a thousand, I shall do so." But the gentlemen could not agree as to what they were to decide (France was the "hobgoblin" in these days), and not one single Druze head perished. Fud Pasha promised under pressure, but the pressure never was applied."

The Arabs say, "The Turks will catch hares with a lame donkey." That is, when they cannot carry out their measures by the most likely means they will do so by the most unlikely. They will use the weakest ambassador to thwart the strongest, and above all, to bring to naught the decisions of his own government. Let not the Great Powers leave the Christians of Eastern Europe longer at the mercy of their oppressors.—Correspondent of *Leisure Hour*.

\* The "Majma' el Ahur," a commentary on "Majma' el Ahur," by Sheikh Zada. Printed in Constantinople, A.H. 1278—A.D. 1856, pages 412-415.

† About seven years.

## "TURNING GOOD." (World.)

It will probably have struck most people that there has of late years been an unusual tendency among young ladies to give themselves up to district-visiting, early services, and other such good works. The fact is very carefully paraded before our eyes in the shape of special dresses, "guild" medals ostentatiously displayed, much talk of "work," and of the opinion of "the dear vicar," or in more advanced cases of "Father So-and-so." Church embroidery is the only work to be seen strewn about the drawing-room, illuminated prayer-books abound, and curates greatly perforce to perform their religious duties quietly, and do not agree in every particular with the High Church damsel and her attendant "priests," are spoken of with reprobation as being "still in the world." To hint that this sudden mania for "turning good" is more a new form of excitement than anything else may sound cynical, but is nevertheless reasonable. If the symptoms be keenly observed, it will be generally found that the ladies who so suddenly discover that they have a "vocation" for district-visiting, or that there is an infinitely more sovereign power in "Matins" at eight than in ordinary service at eleven, are those who, having been "out" for some years, find themselves being allowed off the stage by their younger or more attractive sisters. The aspirant with which those who have been recently "turned good" decry the lawful and innocent amusements, which up to the period of their change of life they have enthusiastically enjoyed, when taken in conjunction with the fact that such change is generally coincident with the coming out of a third sister, necessitating the relinquishment by the elder of many balls in favour of her juniors, induces a suspicion in the thoughtful mind that it is possible that the grapes are sour.

There is, too, the attraction of independence; the maiden who has "turned good" throws all trammels of conventional usage or parental authority to the winds; she insists on her absolute freedom; demands a latch-key; goes in and out at all sorts of hours, and maintains her right to give an account of where she has been or what she has done; only breaking this rule when some interesting conversation is going on among the rest of the party. Then it is that, by way of "improving the occasion," she strikes in with some totally irrelevant narrative respecting some scene of sorrow she has visited, or some ceremony she has attended.

Now it is in no way inconsistent with a belief that good may be, and is, done every day by ladies as district-visitors, to deny that what is excellent, praiseworthy, and useful in middle-aged women is in any degree suitable for young girls. Parental objections are also entitled to some weight; and direct disobedience to the authority of fathers and mothers should not be countenanced and encouraged, as it too often is, by the damsels' spiritual directors. If the young ladies "turned good" in earnest, and not merely as a new mode of dissipation, the effects of the change would be to render them more amiable, loving, and obedient, instead of, as is generally the case, causing them to become the shrews of their respective families. There is certainly no religious duty bound up in systematic unpunctuality, yet a total disregard of recognised hours is one of the first symptoms of "a change of heart." Again, it would have been supposed that a young lady who regards black serge, relieved by the medal of the St. Cecilia Guild, as the only attire suitable for a Christian would have been too careless of personal appearance to demand the attendance of her maid when she rises from matins at abnormal hours, more especially when the unhappy abigail has been kept up half the night to await the return of the younger sisters from a ball. Such, however, is very far from being the case; and if the maids may be credited, early rising, even for religious purposes, is by no means universally conducive to sweetness of temper. Some people will doubtless be disposed to wonder what excitement can be found in the avocations now indicated, and to surmise that they, like others, must pall on the taste. This is very often the case, and a young lady who has first exhausted the excitement of balls and parties, and has subsequently "turned good," and gone through a career of religious dissipation, not unfrequently, in her search for fresh stimulants, ends by being quoted as fastest among the fast; a result for which the independence claimed as a right during the second phase of her distractions has already smoothed the way.

Excitement is sufficiently secured by the independence and the assumption of superiority, apart from the excuse for rushing out somewhere on plea of "duty" whenever life appears monotonous at home, as well as by the constant chance of meeting and talking to one of the curates. This desire is not to be confounded with flirtation, which has no connection with any wish to entrap those estimable young gentlemen in matrimonial toils; it is merely the plain and undoubted fact, which no one will be inclined to deny, that a woman finds more gratification in talking to a man, even about the weather, than to one of her own sex. If there were no curates to be met, the numbers of the young lady district-visitors would suffer a rapid and marked diminution.

It is during Lent that the young lady who has recently "turned good" is preternaturally aggressive in her family circle; she lectures her parents on the sinfulness of venturing to dine out, and has no terms of reprobation strong enough for her sisters, whose only regret is that so few dances are given, and who gladly join a party to the play whenever they have a chance. To hear her hold forth, it might almost be imagined that ultimate salvation was hopeless for any one who did not wear black during the penitential season; and if she is an enthusiastic person, and really fasts, her temper by mid-Lent is remarkable for its acerbity. Altogether she is far from being a pleasant member of the family circle, and there is often the case when she jubilation if, as is often the case when she is really "advanced," she retires from home and goes "into retreat" for a season. Is it possible to deny that all this is a love of change bred of a life of dissipation rather than any real seeking after truth?

## THE OLD PILOT.

Coast of China, April, 1877.—As we entered the bay we saw a pilot boat lying snugly under the land, and steering towards it eventually managed to attract the attention of those on board, who in some quarter of an hour or so managed to launch a dingy in which, as it drew close, we saw

the pilot. His crew were excited, spending their energy in lively objection, but he sat calmly in the stern abets and said no word, smiling the smile of a naturally gentle disposition that is too worn out to resent the annoyances of life; not the smile of cheerfulness, making the best of the world, or the smile of enjoyment revelling in the struggle with the elements around him; sweet perhaps, but expressionless,—the smile of resignation rather than of pleasure or of hope. Calmly he sat there while his boatmen swore and pulled against each other, calmly while they caught and let go and tried to catch and missed the line thrown to him, so calm that we envied his patience till we saw when we came to know him better that it was the patience of helplessness, not the strong patience which is the noblest virtue of the Christian hero. Poor old man! He was too fat for his strength, and where he dropped, there quietly he rested. He had lost his voice and could not swear; he had given up the fight and could no longer even feel excited.

At length the boat got alongside notwithstanding the efforts of the crew who pushed off whenever they came within reach of the boat-hook, and as the old pilot scrambled up on deck we saw the man to whose guidance we were to commit our fate and fortunes. He was getting on in years,—not old; some five and forty autumns had worn him out and mellowed him like a pear till the rough touch of the world was too much for him and he was fit for nought but to be placed gingerly on the shelf till the moment came that he should fulfil the lot of all and be devoured by the ever-craving future. Not ill-looking, for at 45 the face is but the image of the inner life the man has led, and the old pilot's life had been gentle and inoffensive; no specially good features, but an expression which involuntarily forced you to feel sympathy and pity; the face of a man who had suffered and borne his suffering without resentment,—short and stout. Had he been taller he had had a better battle with the world, and had his energy been greater he had been less flabby; for clothes, an old, old suit of stout material which had passed beyond shabbiness and become again respectable from the genres it had acquired in the process of passing from seediness to greasiness and from greasiness to what? Itained on by the rain of many a rainy season, scorched by many a day of burning sun, oiled, pitched, tarred, drenched now in brine, now daubed with paint it was no longer cloth, though you knew it had been so once; not probably fine cloth, and the garments evidently never worn by the man they were made for; those clothes which you know the first possessor must have bought second hand, slops of the sloppiest, too wide, too large, and bulky at knee and elbow, plenty of stuff in them and stuff which would last, but which never had been new and never by any chance could look as if they belonged to the wearer; colour a matter of dispute, for at one moment you were sure that they ought to have been brown, then a suspicion floated through your mind that once they must have been black or at least pepper and salt, then it seemed you detected green, and finally you gave it up. Then an old stiff bilbock black hat and carpet slippers completed the get-up.

As he stood on the gangway he briefly begged the boatmen to hand up that box, but would have given it up as hopeless, for his men were again swearing at each other, had not the Captain ordered a quartermaster to see to it, and an old portmanteau, yellow once, but black now with age and evidently containing nothing, was hoisted in. The old pilot's eye glistened and he looked with pride on the portmanteau, for the etiquette of Pilotage demands that the Pilot should have his change and appear at the settlement in swell attire, and though there was no settlement where we were going nor brave attire in the box for the old pilot to do like the mittens and reticule of the old maids of our youth, respectability required the fiction to be kept up. Then, happy that his box was there, he ascended the bridge and nodded to the Captain.

We were eager for information, but our craving was not to be over-indulged. When we enquired whether we could pass the bar the old Pilot was deaf; when we asked him if this or that person had arrived he did not know, nor was he acquainted, he told us, with the resources of the place as regarded beef or bread or washing. There was a doctor, he knew that, for he had been up to the "seddlements" last Sunday to see him; but he had been in bed all the time he was there, and he knew nothing about anything. Each of us tried in turn to pump him, but bucket after bucket came up from the well with nothing in it, and, though he had with him a small bag of information, he was never reached at the bottom for four days; he had been in the place six months apparently, but he had not been there long enough to get to the bottom of things; he was a shipmaster, and he hoped soon to have a serdika, but that there was plenty water at high tide, which we knew already, we could make nothing out of him. If we asked one thing he answered another, or smiled gently, or said he was a little deaf, and when we arrived at the intricate part of the navigation he insisted we should drop anchor and wait the morning's tide. Wise old pilot, though so apparently worn out! Why should he risk getting us ashore when by waiting till the morning he could take us up in certain safety? What was our impatience? Had not he too been impatient once and seen the vanity of being so? Take us up he might, but by waiting he could be sure, and he waited accordingly and came down to the wardroom to repose.

Poor old man, he had been full of life and vigour once, and had saved till he had bought a schooner with his surplus earnings. Unhappy man! For three short months he thought his fortune made; the vessel happened to be exactly suited for a temporary trade then going on and freight was forced upon him, but the circumstances which brought his vessel into demand came to an end and he found freight for better times out to get. Still he hoped for better times and kept his schooner running; she did not pay, but he had paid, and it is always the darkest hour before dawn. But it got darker; she no longer paid—expenses, wages, repairs, ran into his savings; he could no longer afford to insure, and a storm ran him heavily in debt for repairs. Then interest added to his embarrassments till at length after a long and hopeless struggle the schooner was sold, and he, worn-out in health by anxiety and care, was left there destitute.

He tried to go back to his old field of labour, but younger men were occupying the place and it was hopeless trying to compete. He had given it up, and hearing this place was going to be a resort of trade he had joined a barman who had a boat and who was willing if he did the work to find so far the capital. He had been some six

months studying the river and expecting work, but an energetic Chinaman had carried off the few ships that came. His barman was disgusted and wanted to give it up. He had no home to fall back on, for he had left it young and was now a stranger in his own country; he had no capital, no strength, no enjoyment in life or hope of better times. Still he did not complain. God was good to him; he blamed no one, it was simply ill-luck. He threw up the sponge and was ready to die when the moment came. Thus he wound up his story: "and so, gentlemen, when twelve o'clock strikes, I am quite ready."—*Shanghai Courier*.

## JUDGES AND JURIES.

It is gratifying to notice proofs of the existence of an *entente cordiale* between judges and juries; but the terms of almost passionate affection in which a jury recently addressed Baron Huddleston at Liverpool seem to indicate a feeling too intense to be lasting. The jury in question had been summoned to try a case arising out of a dispute as to the right to certain water-courses at Salford, and the cause was entered for trial at Manchester, and part-heard there. There was not time, however, to finish it, and by consent it was agreed that ten of the jury should come over and finish the hearing in Liverpool. Upon the case being called on, it was found that one of the ten jurymen was absent through illness; the judge thereupon suggested that the parties should consent to try the case with eight, though why not with nine does not appear. This course was not assented to, and Baron Huddleston said that, that being so, he had no alternative but to discharge them, which he did with regret. The foreman then said that now the case was disposed of, he desired in the name of his brother-jurymen to express their high appreciation of the courtesy shown them by his lordship. "They had," he proceeded, as though recounting the benefits which had been conferred upon them, "been in court during the whole of the Manchester assizes, and though they had done very little that day in Liverpool, he begged to assure his lordship that they parted from him with regret." Whether Baron Huddleston suspected irony or not in this tribute from a jury who had been kept through the whole of the assizes in one town and then brought over to another on a fool's errand, is not certain; but he was apparently somewhat embarrassed by the incident, and replied that "he was averse from compliments passing between the jury and the bench, and had he known what the foreman was going to say he certainly would have prevented it." He added, however, that though he did not think he ought to acknowledge what had been said, he felt very much complimented. With this unimpassioned response to their "regrets at parting from him" the effusive jury had to be content, and their dream of bliss being over, they tore themselves reluctantly away.

## EXTRAORDINARY ACTION AGAINST A LADY.

A remarkable case has been under argument in the Divisional Court at Westminster during the week. It was an appeal from an order made by Mr. Justice Field at chambers, striking out certain pleadings in the defendant's statement of defence and awarding claim. The plaintiff, a gentleman named Heap, alleges the existence of an agreement with a lady of the name of Morris, whereby she promised to marry him by a specific date, or, in default, she was to pay him one-third of whatever properties or moneys she might receive under the will of her parents. By the agreement the defendant further consented to pay the plaintiff an annuity of 20*l.* per annum, commencing from the year 1875, the said annuity to be doubled each year until the defendant became the lawful wife of the plaintiff. The gentleman alleged that, although the lady had come into her property, she would neither marry him nor pay the annuity, and he now claimed compensation accordingly. The existence of the agreement was admitted, but counsel for Miss Morris contended that it was obtained by undue influence and under the pressure of a threat that the plaintiff would reveal to her parents the fact that there was a clandestine engagement between them. It was incidentally stated that this engagement was one of twenty years' standing. At the conclusion of the arguments, Mr. Justice Grove said he had come to the conclusion, not without a great deal of doubt, and with a great deal of reluctance, that the order made at chambers must be set aside. He was afraid that in matters relating to the defendant's claim and defence, the intention was that they must conform very closely to the practice in the Court of Equity, what did not sit there to decide upon that, but to apply the law to the best of their ability. He did not say that the Court had not the power to interfere in cases of prolixity, and when the case was embarrassing to the plaintiff, but he could not say that in this case that had been done which did not appear to be intended by the law. The pleadings ought to be allowed, but there would be no order as to costs. Mr. Justice Field concurred, believing that the conclusion he had at first arrived at was not warranted. His attention had not, however, been drawn then to what had been said to-day, nor was he made aware that the pleadings contained five or six separate heads of defence. The order made in chambers was therefore rescinded.

## Miscellaneous.

The opium cultivators of Behar have struck, owing to some changes lately made in the weight and price of the drug.

MAHARAJA SCINDIAH of Gwalior has at last determined to fight his new palace and grounds with gas. Mr. Charles Zerkent, late of Bombay, has undertaken the work, and with the assistance of Mr. Grier, an engineer from Germany, will soon complete it.

Within the last month a lady moving in the highest society received on the same day two invitations. One was to the house of a very exalted personage, whose "command" she was bound to obey; the other was from an intimate friend, celebrated for her agreeable parties. In replying to the latter, she expressed her sincere regrets that she could not get off the other evening party, where she was sure to meet all the old fogies in London. Unfortunately, in her hurry, she placed the two replies in the wrong envelopes, and heard no more till the eventful day. After being duly announced, she was received by her illustrious hostess, who, in accents of extreme politeness, expressed her pleasure, &c., and then proceeded to introduce her to all the assembled guests, as Foggy No. 1, Foggy No. 2, till she had gone the round

of the room. The above story actually occurred.

All the centenarians will soon, alas! be dead. It must be so, for they are so rare that no one can find them living, and scarcely a week passes that we have not to chronicle the death of at least one. John Thorne has just died at Newbury, aged 101. The Pope was expected to live to a hundred at least, but present accounts of his health do not favour that idea. There have been many very ominous reports, and the Pope was thought to be very near his end. Later reports are contradictory. One message says his Holiness is no worse than he usually is at this season of the year, when the changeableness of the weather peculiarly affects him. His medical advisers have counselled him to remain as much at ease as possible, but urgent audiences are not refused by him. On the other hand, a telegram to the *New Free Press* of Vienna says that the condition of the patient is such as to leave no more ground for hope. Is there no infallibility at the Vatican? One never can believe reports about the Pope.

This picturesque style of narrating contemporary history, which prevails among a certain school of journalists, is no doubt very pleasant reading, but to write it with accuracy as well as effect some slight knowledge of facts and dates is necessary. For instance, the Pera correspondent of the *Daily Telegraph*, when speaking in the issue of the 27th inst. of the consension with which the Turkish Ministers now receive their Frankish visitors, observes:—"Time was when for the Giaour thus to come upon the alter ego of the Caliph would have been a most solemn business. History says nothing about what the Vizier of Scanderbeg was wont to do with Christians, but I fancy it was not always well for the unbeliever to be near him as he rolled his cigarette." Now Scanderbeg, who is here represented as an Ottoman Sovereign, was a Christian prince of Albania, and in the eyes of his Vizier, if indeed he ever had one, it would be Mahomedans who would rank as unbelievers. Moreover, Scanderbeg, whose real name was George Castriot, was born in 1403, ascended the throne in 1443, and died in 1467, just twenty-five years before the discovery of America by Columbus, and consequently long prior to the introduction of tobacco into Europe. Whence, then, could the Vizier have obtained his cigarette?

Apologies of the University Boat Race, there appears to be threatening a violent crusade against it, as tending to promote betting. This reminds the *World* of a story current some years before Dr. Whewell—popularly known as "Billy Whistle"—had been translated to a higher sphere. The worthy Master of Trinity was a righteously indignant at the increase of betting on the Cambridge boat races, and catching some undergraduates, as he believed, in *flagrant delicto* on the steps of his college, he then and there expostulated with them on the enormity of their sin, threatening, in his wrath, that if boat racing led to such results it should be improved from off the face of the unimpaired Cam. Among the audience there chanced to be a member of another college, who consequently was not moderately awed by the doctor's presence. "Sir," said he to that dignitary, "I feel it my duty, in defence of boating, to remark that we were not betting at all about it." "What then," said the doctor, "was the subject of your gambling?" "As you ask the question," was the reply, "I must inform you that the bets related to the appointment to the vacant bishopric of—." Dr. Whewell, whose name was prominent among the candidates, subsided. Boat races and bishoprics still continue to flourish.

Mr. Henry Irving's paper in the current number of *The Nineteenth Century* on the Third Murderer in "Macbeth" will be read with interest by students of Shakespeare. Commentators have not seldom been occupied with the consideration of this personage, whose appearance on the scene they have thought to require some explanation. Not content with ascribing his introduction to the nervous and suspicious state of Macbeth's mind, which might well lead him to take extraordinary precautions as to the accomplishment of his orders, they have in some cases gone so far as to assert that the Third Murderer was none other than Macbeth himself. This theory is obviously untenable, and most people will agree with Mr. Irving in dismissing it as unworthy of consideration. Mr. Irving's own theory, which is worked out with much ingenuity from the text and the stage directions of Shakespeare, is that the Third Murderer is identical with the attendant who brings the other two assassins into Macbeth's presence, and is told when he has done so, to wait at the door till the interview is over. It may seem that who or what the Third Murderer is a matter of small importance. The inquiry may appear to some people to resemble the learned investigations of the critic in one of Mr. Dickens's novels, who wrote an essay on the question whether the husband of the Nurse in "Romeo and Juliet" was or was not really a merry man. But Mr. Irving points out that the adoption of his theory would make the stage business in the banquet scene far more probable than it can be if the usual traditions are observed. We may hope that his discussion of this matter is but a modest prelude to more important themes; and that the example he has set of recording the result of his dramatic studies may be followed by other actors of experience and insight.

## Quotations.

HONGKONG, May 10, 1877.  
OPUM.—New Patna, cash, ... 5*l.* 10  
" Old Patna, cash, ... 5*l.* 7 1/2  
" Old Benares, cash, ... 5*l.* 5 1/2  
" New Malwa, cash, ... 5*l.* 5 1/2  
" Old Malwa, cash, ... 5*l.* 5 1/2  
" Allowance Tels, 12 a 24  
" Old Malwa, cash, ... 5*l.* 5 1/2  
" credit, 600  
" Allowance Tels, 40 a 60  
O. M. PHOR, ... 18 50 a 18 60  
QUICKSILVER, ... 59 a 60  
SALT PETRE, ... 6 a 6 60

## Exchange.

Bank, on demand, ... 3/11 1/2  
" 30 days' sight, ... 3/11 1/2  
" 6 months' sight, ... 4/0  
Credit, ... 4/0 1/2  
Documentary, 6 months' sight, ... 4/1  
Bombay, ... 226  
Calcutta, ... 228  
Shanghai, demand, ... 78 1/2  
" 30 days' sight, ... 78 1/2  
Bar Silver, 17 dwts. B., ... 8 prem.  
Mexicans, ... 8  
Gold Loan, ... 25 60  
English Sovereigns, ... 4 98  
Australian Sovereigns, ... 4 98  
Discount, ... 7 a 9

## Shares.

Hongkong Bank, 19 prem.  
Union Ins. Society of Canton, 4750  
China Traders' Ins. Co., 42 475  
Chinese Insurance Co., 4220  
Yangtze Ins. Association, 700  
H.K. Fire Ins. Co., 4537 1/2  
China Fire Ins. Co., 445  
H.K. & W. Dock Co., 35 % dis.  
H.K. & M. S. Boat Co., 9 % dis.  
Shanghai Steam Navigation, 110 30 1/2  
Hongkong Gas Co., 375  
Hongkong Hotel Co., 455  
Chinese Imperial Loan, 4108

## Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, May 10, 1877.

BAROMETER—9 A.M. ... 29.940  
Do. 1 P.M. ... 29.882  
Do. 4 P.M. ... 29.866  
THERMOMETER—9 A.M. ... 81 1/2  
Do. 1 P.M. ... 84 1/2  
Do. 4 P.M. ... 84  
Do. (Wet bulb) 9 A.M. ... 80  
Do. Do. 1 P.M. ... 81 1/2  
Do. Do. 4 P.M. ... 81 1/2  
Do. Maximum ... 85  
Do. Minimum over night 78 1/2

## Shipping Intelligence.

HOME SHIPPING.  
The following is corrected from the latest London Papers:—

## DEPARTURES.

Nov. 28, Western Chief, from London to Hongkong.  
Nov. 28, Madura, from Cardiff to Hongkong.  
Dec. 4, Bendintha, from Cardiff to Hongkong.  
Dec. 17, A. E. Vidal, from Hamburg to Hongkong.  
Dec. 20, Chinaman, from London to Hongkong.  
Dec. 22, Sophie, from New York to Hongkong.  
Dec. 23, Ino, from Greenock to Swatow.  
Dec. 23, John Nicholson, from New York to Shanghai.  
Dec. 27, Undine, from London to Shanghai.  
Dec. 29, Canaan, from Cardiff to Hongkong.  
Jan. 4, C. R. Bishop, from London to Hongkong.  
Jan. 11, Windhover, from London to Shanghai.  
Jan. 12, Woodhall, from Hamburg to Hongkong.  
Jan. 12, Hope, from London to Hongkong.  
Jan. 16, Gryte, from Cardiff to Hongkong.  
Jan. 18, Batavia, from Hamburg to Hongkong.  
Jan. 31, Forward Ho, from London to Shanghai.  
Feb. 1, Robert Henderson, from Buryport to Hongkong.  
Feb. 2, Polynesia, from Cardiff to Hongkong.  
Feb. 5, Carrizal, from Cardiff to Hongkong.  
Feb. 8, Daphne, from London to Hongkong.  
Feb. 12, Leading Wind, from Antwerp to Hongkong.  
Feb. 17, Theres Behn, from Cardiff to Hongkong.  
Feb. 18, Matchless, from Cardiff to Hongkong.  
Feb. 19, Cactus O., from Cardiff to Hongkong.  
Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.  
Feb. 19, Malpu, from Cardiff to Hongkong.  
Feb. 20, Penrhin, from London to Hongkong.  
Feb. 22, Enid, from London to Hongkong.  
Feb. 22, Osaka, from London to Hongkong.  
Feb. 22, Belated Will, from London to Shanghai.  
Feb. 27, Gold Hunter, from Cardiff to Hongkong.  
Feb. 28, City of Aberdeen, from London to Shanghai.  
Feb. 28, D. McE. Park, from Sunderland to Singapore and Hongkong.  
Feb. 28, Janet Ferguson, from Glasgow to Singapore and Hongkong.  
March 1, Isles of the South, from Cardiff to Hongkong.  
March 1, Brown Brothers, from Cardiff to Hongkong.  
March 1, Khedive, from Antwerp to Hongkong.  
March 2, Paracea, from Cardiff to Hongkong.  
March 3, A. S. Davis, from Cardiff to Hongkong.  
March 3, Caller Ou, from Cardiff to Shanghai.  
March 4, Nimbus, from Cardiff to Hongkong.  
March 4, Jala, from Cardiff to Hongkong.  
March 6, Lord Macaulay, from Cardiff to Hongkong.  
March 7, Aloetia, from Cardiff to Chefoo.  
March 10, Sir Lancelot, from London to Shanghai.  
March 13, Golden Spur, from Cardiff to Hongkong.  
March 15, Antwerp, from London to Hongkong.  
March 15, Coldstream, from New York to Shanghai.  
March 16, Bessie Morris, from Swansea to Amoy.  
March 17, Scindia (str.), from London to Shanghai.  
March 19, Victoria, from Swansea to Hongkong.  
March 19, C. W. Cochrane, from Liverpool to Hongkong.  
March 20, Springfield, from Cardiff to Hongkong.  
March 20, Warrior, from Cardiff to Hongkong.  
March 20, George, from Cardiff to Hongkong.  
March 23, Birling (str.), from Cardiff to Hongkong.  
March 24, Wigton, from London to Shanghai.  
March 25, Taviot (str.), from London to China and Japan.  
March 28, May Queen, from Cardiff to Hongkong.  
March 27, Scindia, from London to Hongkong.  
March 28, Isle of Erin, from Greenock to Shanghai.  
March 29, Commissary, from London to Hongkong.

## LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.  
Elgin. Nankin.  
Amboto. Altona.  
Gloriey.  
Sailing Vessels.  
Duke of Abercorn. Corral.  
Abbey Cowper. Molokai.  
Kishow. Ferdinand Bruma.  
James Shepherd. Kate Carnie.  
At Liverpool.  
Priam (str.). Henry B. Snelford.



## Insurances.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. Protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co.

Agents Hongkong &amp; Canton.

Hongkong, January 4, 1867.

## ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS &amp; Co.,

Agents, Royal Insurance Company.

## CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT &amp; Co.,

General Agents.

Hongkong, April 17, 1873.

## QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON &amp; Co.,

Agents.

Hongkong, January 1, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN &amp; Co.,

Agents.

Hongkong, July 6, 1875.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE &amp; Co.

Hongkong, July 26, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE &amp; Co.

Hongkong, January 3, 1876.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE &amp; Co.

Hongkong, October 14, 1868.

## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th May, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL &amp; Co., Agents.

Hongkong, April 18, 1877. my15

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on FRIDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 1st Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 1, 1877. jel

## Intimations.

## AH YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya Wes.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kak Street.

Foochow.—Mr Yui Ching Cheong, Foo chow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yau Chuen, Maritime Customs; Mr Chun Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Cheo, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yee Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

## Intimations.

## K'WONG HING CHEUNG &amp; Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL, at Moderate Prices.

Mr ANXON has been appointed Manager, and all Orders, addressed to him at 57, Praya, or to Mr FAT JAK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 10, 1877. mol9

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE

Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN,

Manager.

Hongkong, February 23, 1874.

## NOW READY.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR BELIEFS, in three Lectures. By Dr. E. J. ELLIS. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR BELIEFS, in three Lectures. By Dr. E. J. ELLIS. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 21, 1873.

## W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

## WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL Office.

## NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TRI-WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisements.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MR OHUN AYIN,

Manager.

China Mail Office, 17th February, 1874.

## NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 60 cents per Copy (postage paid 56 cents.) \$12 per annum (postage paid \$13.60.)

Orders should be sent to Geo. MURRAY BIRD, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

## Intimations.

## A NEW STOCK OF NEXT JOBBING TYPES

HAVING BEEN RECEIVED FROM ENGLAND,

THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING OF EVERY DESCRIPTION AT REASONABLE RATES.

FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS.

## BALL PENCILS,

assorted colours.

## MENU CARDS,

In Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED PATTERNS.

## For Sale.

AGREEMENTS FOR FOREIGN-GOING SHIPS.

LADY'S AND GENTLEMAN'S WASHING BOOKS.

CONTRACT-PASSAGE TICKETS, EXPORT CARGO REPORTS,

POWERS OF ATTORNEY, CHARTER PARTIES,

SHIPPING ORDERS, BILLS OF LADING,

PASSENGER LISTS, BILLS OF SALE,

LOG BOOKS, &c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

## To Let.

## TO LET.

NO. 3, PRICHLI TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co. Hongkong, February 7, 1877.

## TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KIRK. Blanche Villa, Pok-foo-lum, Furnished.

DAVID SASSOON, SONS & Co. Hongkong, February 15, 1877.

## TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

The Dwelling House and Offices No. 1, D'Aguilar Street, at present in the occupation of Messrs DOUGLAS LAFRAIK & Co.

Apply to DOUGLAS LAFRAIK & Co. Hongkong, November 17, 1876.

## TO LET.

FIRST FLOOR of No. 31, QUEEN'S ROAD CENTRAL. Three Rooms. Over AHKING & Co.'s Furniture Store. Immediate Possession.

Hongkong, May 8, 1877. ti.

## Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS.

IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts. | Hour, ... 20 cts

Three hours, ... 50 cts. | Six hours, ... 70 cts.

Day (from 6 to 6), ... One Dollar.

Licensed Bearers (each).

Hour, ... 10 cents.

Half day, ... 35 cents.

Day, ... 50 cents.

## BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 tons, per Day, ... \$3.00

1st Class Cargo Boat of 8 or 900 tons, per Load, ... 2.00

2nd Class Cargo Boat of 600 tons, per Day, ... 2.50

2nd Class Cargo Boat of 600 tons, per Load, ... 1.75

3rd Class Cargo Boat of 800 tons, per Day, ... 1.50

3rd Class Cargo Boat of 800 tons, per Load, ... 1.00

3rd Class Cargo Boat of 800 tons, per Day, ... 80

3rd Class Cargo Boat of 800 tons, per Load, ... 80

3rd Class Cargo Boat of 800 tons, per Day, ... 80

## HONGKONG MARKET PRICES.

Corrected to Saturday, May 5, 1877.

At 1110 Cash per Dollar Mexican.

Highest Lowest Cash Cash.

## Butcher Meat.

Bacon, English, ... lb. 450 400

" Amer. Sugar cured, ... 300 250

" Foochow, ... 160 140

Beef, sirloin and prime cut, ... 160 150

Beef Corned, ... catty 150 140

" Roast, ... 150 140

" Soup, ... 100 90

" Steak, ... 160 150

Bullocks' Brains, ... per set 60 50

" Tongue, fresh, each 275 250

" " corned, ... 320 300

" Head, ... 600 500

" Heart, ... 150 140

" Hump, Salt, ... 110 100

" Feet, ... 50 40

" Kidneys, ... 60 50

" Tail, ... 100 90

" Liver, ... catty 80 60

" Tripe (undressed), catty 50 40

Calves' Head and Feet, set 500 400

Hams, American, ... lb. 300 280